

Intimation.

CHOICE AUSTRALIAN WINES
FROM THE CELEBRATED
COOLALTA VINEYARDS,
NEW SOUTH WALES.

THE COOLALTA WINES which we are introducing here for the first time give an unexceptional opportunity to Wine Connoisseurs to sample really HIGH CLASS AUSTRALIAN WINES of low alcoholic strength.
COOLALTA WINES cannot be surpassed for their excellent Quality, High and Even Quality, Bouquet, and soft delicate flavour, and being the natural product of the grape, they are specially recommended by the Medical Faculty of New South Wales.
COOLALTA WINES have obtained the HIGHEST AWARDS at all the principal International Exhibitions of the World.
A careful Analysis of these Wines was recently made by the Government of New South Wales. They were found to be PERFECTLY PURE, SOUND AND THOROUGHLY FERMENTED WINES.
SAMPLES may be had FREE on application to
Messrs. CALDBECK, MACGREGOR & Co.,
Sole Agents for Hongkong.
Hongkong, 4th February, 1897. [245]

To-day's
Advertisements.

LAST TWO NIGHTS.
WILLISON'S CIRCUS.

LAST TWO NIGHTS.

THIS (FRIDAY) EVENING,
GRAND FASHIONABLE NIGHT
Under the Distinguished Patronage of
His Excellency the Governor,
Sir WILLIAM ROBINSON, K.C.M.G.
SPECIAL PERFORMANCE.

All our Talented Lady and Gentlemen
celebrate in a Pleasingly Prepared
Programme Presenting
A BRILLIANT ARENIC SCENE.

TEAMS
In the Great
TUG-O-WAR
Scotland v. The Atlantic Aulicry,
England v. Ireland.
The Winner to receive a Cup.

TO-MORROW (SATURDAY)
PERFORMANCES—
AT 4 P.M.
CHILDREN FREE.

Special Tickets are issued entitling any Boy
or Girl to be admitted FREE to the Circus on
SATURDAY Afternoon, provided each one is
accompanied by an Adult. CH FREE Tickets
at the Circus.

SATURDAY NIGHT
POSITIVE FAREWELL

FINAL SCENES
IN THE GREAT
TUG-O-WAR.
The Final Pull for \$200 Prizes.

POSITIVE FAREWELL

Professor J. W. PRICE'S
SENSATIONAL BALLOON
ASCENSION AND PARACHUTE JUMP
is POSTPONED until
Next SATURDAY, the 27th February.

BERT WILLISON.
Hongkong, 19th February, 1897. [328]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION
ON
THURSDAY, the 25th February, 1897,
commencing at 2.30 P.M.,
at No. 4, Blue Buildings, Praya East,
THE WHOLE OF THE FURNITURE, &c.,
belonging to the
BRITISH MERCANTILE MARINE OFFICERS'
ASSOCIATION.

Comprising—
SITTING ROOM FURNITURE,
COTTAGE PIANO, by SCHROEDER, PICTURES,
CURTAINS, CARPETS, MIRRORS, &c.,
ONE BILLIARD TABLE, by LAZARUS,
Calcutta, with BALLS, CUES, MARKING
BOARDS, &c.

Several DINING TABLES, BOOKS, &c.
ONE IRON SAFE and OFFICE FURNI-
TURE, COUNTER, ICE-BOX, HATSTAND,
BATH-ROOM REQUISITES, &c.,
&c., &c., &c.

Catalogues will be issued previous to the Sale
On View from WEDNESDAY, the 24th Feb.
TERMS OF SALE—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 19th February, 1897. [328]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"
FROM TACOMA, VICTORIA, YOKOHAMA,
Kobe, MOJI AND SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

DODWELL, CARROLL & Co.,
Agents.
Hongkong, 19th February, 1897. [14]

To-day's
Advertisements.

VICTORIA CHAPTER,
No. 325, E.C.

AN EMERGENCY CONVOCATION of the
above CHAPTER will be held in the
FREMANS' HALL, Zeland Street, THIS
EVENING, the 19th instant, at 8.30 for 9 p.m.
precisely. Visiting Companions are cordially
invited to attend.
Hongkong, 19th February, 1897. [311]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.

(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, HANKOW and PORTS
on the YANGTZE.)

THE Company's Steamship
"IXION,"
Captain Nibb, will be despatched as above TO-
MORROW, the 20th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th February, 1897. [330]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAILONG,"
Captain Milroy, will be despatched for the above
PORT on SUNDAY, the 21st instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 19th February, 1897. [331]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR LONDON AND ANTWERP
via SINGAPORE, PENANG, COLOMBO,
PORT SAID AND MARSEILLES.

THE Company's Chartered Steamship
"BALMORAL,"
Commander MacRitchie, will be despatched as
above on SATURDAY, the 27th instant, at 4
P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 19th February, 1897. [332]

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE.

(Under Mail Contract.)
SYDNEY AND
MELBOURNE.

THE Company's Steamship
"TOKIO MARU,"
Captain E. S. Barlow, will be despatched for the
above PORTS on TUESDAY, the 16th March, at
4 P.M.
This Steamer possesses a Superior Passenger
Accommodation and carries a duly qualified
Doctor and a European Stewardess.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 19th February, 1897. [333]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.

Any complaints should be addressed to the
Manager.
Hongkong, 30th January, 1897. [427]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscrip-
tions, Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.
The columns of the Hongkong Telegraph will always
be open for the free discussion of all questions
affecting public interests, but it is distinctly understood that
the Editor does not take any responsibility for the opinions
expressed.

TO ADVERTISERS.

Advertisements are required to be sent in at least three days before
the date of publication, and to be accompanied by the name and
address of the advertiser, and to be accompanied by the name and
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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. THE SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorised Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 19, 1897.

TELEGRAMS.

REUTERS' MESSAGES.

GREECE AND THE POWERS.

LONDON, February 17th.

The Commanders of the foreign squadrons
have addressed an ultimatum to the Greek
Commanders requiring them to leave Creta waters.
As yet no reply has been received to the
ultimatum.

TURKEY AND THE EUROPEAN
CONCERT.

Mr. Balfour is to reply to a question in the
House of Commons that any statement at the
present crisis would, or might, result in a
rupture of the European concert, the maintenance
of which concert was solely able to avert the
disolution of the Turkish Empire by a European
war.

(From Diario de Manila.)
MADRID, January 26th.

The Spanish troops have had several victories
over the rebels in Cuba. The rebels are being
battered every day.

Spain has joined officially the Congress of
Hygiene convoked by Italy to adopt measures
providing against the introduction of the bubonic
plague.

ANOTHER DON.

Don Jose Pastor is to be sent out to take com-
mand of the Marines in the Philippines.

CONFIDENCE.

Public opinion in Spain awaits without
impatience the early triumph of her arms in
Cayito.

OBITUARY.

Vice Admiral D. Buenaventura Pilon is dead.

THE PLAGUE IN EUROPE.

In Marseille 20 suspicious cases have been
registered.

(From Rangoon Times.)
THE INDIAN FAMINE.

LONDON, January 31st.

The Indian Famine Fund has now reached
£180,000. The cities of Leeds, Bradford, and
Birmingham have subscribed £2500, £1,000
and £4000 respectively. Lloyd has given
£2,500 and the Oregon Gold Company £500.
The Executive Committee of the Manchester
Famine Fund, of which Sir Frank Forbes Adam
is Chairman, have collected £25,000.

CALCUTTA, January 30th.

The vital statistics for the Central Provinces
show that in October last there was an excess
of mortality of over 85,000, excluding cholera,
compared with the normal death-rate in other
years. It is felt that this is due to the severity
of the distress three months ago.

TELEGRAMS.

THE PLAGUE IN INDIA.
LONDON, January 30th.

Mr. Herbert, Secretary of the British Embassy
at Rome, and Doctor Travers will represent
Great Britain at the forthcoming Plague Confer-
ence at Venice.

CALCUTTA, February 2nd.

The Englishman has a powerful article
advocating barriers on the frontier of Bengal
and the restriction of any passengers coming
the same into the province if they do not hold
passports to the effect that they are not from a
plague-infected district. This course is urged
in view of the enormous commercial and admi-
nistrative interests at stake. The Government
is urged to prevent the plague reaching the city
at all costs.

Surgeon-General Cleghorn leaves Calcutta to-
morrow for Bombay en route for Venice for the
Conference on the Plague.

BOMBAY, January 26th.

It is stated that numbers of the fami-
nar-stricken are arriving in Bombay. They are in
a condition to fall an easy prey to the pesti-
lence.

The Post Office delivery persons have decided
to present a petition to the Postmaster-General
asking permission to live out of Bombay, and
for free railway passes, and that in cases of
death from the plague their families should be
granted a pension or some compensation. They
also ask that their work may be reduced by
diminishing the number of deliveries.

Rogers Esda, Director-General of the Egyptian
Sanitary Department, Ibrahim Pasha, Prin-
cipal of the Cairo Medical School, and Dr. Bluter,
Bacteriologist at the Hygienic Institute of Cairo,
have come to Bombay under the orders of the
Egyptian Government to study the plague.

A Karachi correspondent telegraphs last
night that the plague returns for the 48 hours
ending at noon on Sunday was 75 cases and 67
deaths. The disease is spreading, both searates
and deaths increasing. On Saturday there were
as many as 43 cases and 35 deaths. Quite a
panic prevails in all quarters.

Imported cases and deaths have occurred at
Gos and Daman. The Portuguese authorities
have ordered the plague corpses to be buried
respective of religion, besides the clothing and
dwellings. A sanitary cordon has been drawn
round the affected districts. Strict quarantine
has been imposed on sea and railway passengers.
The Goa authorities have increased the quar-
antine period from five to seven days.

POONA, January 26th.

From 8 a.m. on the 25th to 8 a.m. on the 26th,
to deaths occurred in the city of Poona from
the plague, being cases from Bombay. The
total cases since the 19th December are 65, and
the total deaths 60, comprising 30 men, 21
women, and 9 children.

BOMBAY, January 27th.

There were 81 cases and 40 deaths reported
from the plague yesterday. The total deaths
from all causes was 230.

A European gentleman and his wife living in
the Fort of Bombay were conveyed to St.
George's Hospital suffering from the plague.
The lady has died, and the husband is still under
treatment. A European child was also admitted
to the hospital yesterday with plague. There
are now six plague patients in the European
hospital.

In consequence of the pressure that has been
brought to bear on the Home Government by
the Foreign Powers regarding the plague in
Bombay, the Secretary of State has decided
leaving this port.

At a special meeting of the Millowners' Asso-
ciation it was decided that the mills should con-
tinue working in order to give employment to
the hands remaining in Bombay; that wages
should be paid monthly, and that advances not
exceeding half the wages should be made as
required; and grain shops should be opened at
each mill to sell grain at retail or wholesale rates.
A panic has set in among the tramway men.
Half the conductors have left.

The Port Trust has had to make special arrange-
ments for storing large quantities of goods in
consequence of the few clearances that have
been made from the godowns lately on account
of the plague.

January, 29th.

There were 1,721 deaths during the week end-
ing the 28th instant, being 37 less than the
preceding week, and 1,293 more than in the cor-
responding period during the previous five years.
The death-rate was 107.13.

January 30th.

Yesterday there were 128 cases of plague.
The number of deaths has not been stated
officially. Several cases are occurring amongst
Europeans.

The wife of Honorary Captain Sutton died of
the plague yesterday in a house opposite the
Byculla Club.

February 2nd.

The plague at Bombay is again on the
increase. The total mortality from all causes
from 6 a.m. on the 31st January to 6 a.m. on the
1st February was 245. Several cases have
occurred amongst Europeans. A serious outbreak
has occurred in the galleys, and the removal of the
prisoners to the Mofussil is contemplated.

A CYCLONE IN CALCUTTA.

CALCUTTA, February 1st.

Quite a cyclone burst over Calcutta about
4.30 on Monday accompanied by torrents of
rain. The force of the wind was great and
blew over several high ghats; no serious dam-
age is reported, but the streets near Govern-
ment House were some feet deep in water; some
of the shops were flooded, and for a time all
traffic was stopped.

The storm this afternoon did considerable
damage. Mr. Spencer's captive war balloon
was wrecked and the Light Horse camp tents
are all blown down.

It is believed some twenty lives were lost
among the native boatmen yesterday in the
storm which occurred here.

THE "SIREN" CASE.

LONDON, January 31st.

The owners of the ship Siren hold that the
Admiralty is responsible for £86,650, compensa-
tion for the claims involved by the loss of that
vessel in the English Channel last year. When
she was run down and sunk by H.M.S.
Lendral. The Admiralty, it appears, offered
to pay £4,843, but this amount was refused.
The Greenwich Chamber of Commerce have now
decided to petition the House of Commons to
"save the ship-owners' claim."

A GUNBOAT TORPEDOED.

The Spanish gunboat *Relampago* has been
torpedoed in the Canto River (el Santo Canto).
Six of the gunboat's crew were killed and another
gunboat rescued the survivors. Many of the
latter were wounded, included the Commander.

A DISASTROUS EARTHQUAKE.

News has been received of a terrible earth-
quake at Rishan, an island at the entrance to
the Persian Gulf. The loss of life resulting is
said to be enormous.

LOCAL AND GENERAL.

FOR trespassing within the prohibited area at
Taiphooshan, Chan Yuen, a coolie, was to-day
fined \$10.

THERE will be a "pick up" at the Cricket
ground to-morrow at 11 a.m. and lists may be
signed in the Pavilion or at the Hongkong Club.

LAI LAI, a washerman, was to-day charged with
stealing \$30, the property of a tailor named
Lau Heng. He "owned up" and was imprison-
ed 4 months with hard labour.

JAMES PENNINGTON, a seaman, was charged at
the Magistrate yesterday with disorderly conduct
in the Grand Hotel. This being his third offence,
he was fined \$15, in default 43 days.

A WOMAN named Wong Na was brought before
Capt. Hastings this morning for failing to notify
the authorities when her child was suffering
from small-pox. On grounds of ignorance she
was let off with a fine of \$7.

It was reported in town to-day that the delay of
the French mail was owing to a breakdown of
the machinery of the steamer *Malbourne* while
on her way here. Enquiry at the office of the
Messageries Maritimes proves this to be incorrect,
bad weather being the sole cause of the delay.

H.M.S. *Handy*, one of the two lately arrived
torpedo-boat destroyers, was out for a trip yester-
day. We understand that all the engineers and
stokers who have not previously gone through a
course of instruction in a "destroyer" are now
to do so. This being the case, with the large
number of ships in harbour, the *Handy* and
Handy are likely to have a busy time during the
next few weeks.

The captain of the P. & O. s.s. *Barnes* and a
pilot appeared recently before the Police Court
at Penang, says the *Strait Times*, on the charge
of bringing that vessel within harbour limits
with small-pox on board. To this both pleaded
guilty, but the captain said that he did not know
small-pox had broken out on board his ship,
and had no knowledge of the quarantine rules.
It was, however, pointed out that these appeared
on the back of all port clearances in the *Straits*.
The captain was fined \$100 and the pilot \$25.

Those interested in the manners and customs of
the poorer classes of Chinese had an excellent
opportunity of inspecting their dishes and food
stuffs at Happy Valley during the three days of
the Races. The ground between the road near
the Monument and the Mohammedan Cemetery
was covered with eating stalls of all descriptions,
while the various vendors, mostly by no means of
a tempting appearance from a European point of
view, were simply legion. The Chinese coolie
certainly goes in for variety, and the cheapness of
the different dishes enables him to get a good
dinner for a very small sum, and for a few cash
he can get a good dinner for a few cash.

A CURIOUS sequel is reported to the Sun Yat Sen
kidnapping case in London last year, law
proceedings now involving Sun Yat Sen and the
Embassy servant, who at the request of the doctor
was accompanied by his friends, and so contrib-
uted to the agitation which led to his release.
At the time Sun Yat Sen promised the servant,
George Cole, £500 in the event of any action he
might take resulting in his liberation, and this
promise was subsequently fulfilled to the extent
of £200 paid on account. An action has now been
entered for the recovery of the balance; but Sun
Yat Sen, while acknowledging his indebtedness
to Cole, is unable to meet his claim owing to
lack of means.

WILLISON'S CIRCUS attracted a large audience
last night, when a capital programme was
presented. The spectators showed their appre-
ciation in loud and continuous bursts of applause.
The tug-of-war between C & D Companies
of the West Yorks resulted in a win for the
"C's." A special programme has been arranged
for to-night in the presence of His Excellency the
Governor, after which two ties of the tug-of-war
will be pulled (C v. E Co., West Yorks and
Police v. Asiatic Artillery). It has been announc-
ed that to-morrow night is positively the last and
we advise those of our readers who have not
yet seen this Circus to do so without
fail. The final of the tug-of-war will be pulled
to-morrow night, the first prize being \$125 and
second \$75.

REGARDING the stranding of the steamer *Kha-
do*, which went aground off Portender, the
Asiatic of India says it is absolutely certain
that she will break up where she lies. The
Captain and the owner were on the bridge at
the time the accident happened. The Captain
approached the shore at the owner's request and
let go the anchor, running out 45 fathoms chain
which was immediately carried away. The
vessel must have grounded on her anchor and
struck the rocks. Capt. Clark, the Marine Sur-
veyor, who was on board, assumed charge and
anchors were run out. The ropes and hawsers
were hove taut, the engines went full speed
astern and were suddenly stopped, it being
hoped that this would cause a rush of water
underneath the ship and raise her. The
vessel moved a little and when they were
heaving the ropes again a hawser parted which
threw the vessel out of position, and Captain
Clark was unable to execute the manoeuvre by
which he had hoped to save

Mr. John Peel's handsome chestnut, who had to give way to Blue-fire inside the distance. Time 3m. 15s.

THE LADIES' PURSE; for all China ponies; weight for inches as per scale; winners at this meeting other than subscription griffins 5 lbs. extra; unplaced ponies allowed 5 lbs.; previous non-starters at the meeting 1 lb. extra; entrance \$5. Seven furlongs.

Messrs. McKie & Gove's ch. Rollet, 1st 2lb. Mr. Crawford 1

Mr. John Peel's ch. Heatherbell, 1st 1lb. Mr. Master 2

Mr. Drysdale's d. Shilley William, 1st 4lb. Capt. Hunt 3

Mr. Arnold's d. Stralightforward, 1st 6lb. Mr. Gresson 0

Mr. Buxey's ch. Comet, 1st 2lb. Mr. Reynell 0

Mr. Buxey's w. White Lilac, 1st 1lb. Mr. Gresson 0

Dr. Noble's g. Grey Ley, 1st 1lb. Dr. Noble's 0

Grey Ley, jumping off with the lead, held the rails until passing the village when he had shot his bolt and immediately made way for Rollet and Heatherbell, with Shilley William creeping up on their flank. Rollet, stalling off all challenges from Heatherbell, won by a length and half; Shilley William a good third. Time, 1m. 52s.

After weighing in Mr. Crawford was escorted to the Grand Stand where, amidst loud cheering, he was presented with the Purse by Miss B. Jackson. In acknowledgment of the present Mr. Crawford thanked the grateful donor and called for three cheers for the ladies of Hongkong, a demand that was readily and lustily responded to. An adjournment was then made for fifteen.

THE ROBINSON CHALLENGER CUP; presented by H.E. Sir Wm. Robinson, K.C.M.G.; for subscription griffins of this season; to be won twice by ponies the bona fide property of the same owner or owners; first pony to receive 70 per cent. of the entrance fees, second 20 per cent.; third to be paid; weight for inches as per scale; winner of the German and (or) Tai Yauk Fong Cup 10 lbs. extra; winners of any other races 5 lbs. extra; entrance fee \$10. One mile and a half.

Messrs. McKie & Gove's g. Gleniffer, 1st 1lb. Mr. Crawford 1

Mr. Drysdale's g. Gauntlet, 1st 2lb. Capt. Hunt 3

Dr. Noble's g. Humbug, 1st 6lb. Mr. Master 3

Mr. Bobjack's d. See-saw, 1st 7lb. Mr. Jones 0

Mr. Hart-Buck's d. Croton, 1st 3lb. Mr. Buck 0

Messrs. G. Stewart & Loveland's d. Harkaway, 1st 1lb. Mr. Gresson 0

Mr. Walter's g. Little Owl, 1st 1lb. Capt. Hunt 0

Mr. Wayloun's g. Cumshaw, 1st 1lb. Mr. H. Buck 0

Landsturm, who gave a good deal of trouble at the start, causing three false starts, came through the field with a grand rush at the Rock, and was never in danger of having the opportunity to show that the one who very often comes out on top is the one who, despite all reverses, acts up to the spirit of the motto *adversum*. Wakelof Joe, who had ridden through Mr. Master, started a hot favourite but Landsturm and Sport were too good for him in this mile sprint, and he had to be content with a bracket for second place. This was a popular win, and it would have been equally so had either Wakelof Joe or Sport succeeded in wrestling the laurels of victory from "The Neighbour's" speedy iron grey. Time, 62 seconds.

OFF-DAY, SATURDAY, 20TH FEBRUARY.

The Off-day Races commence to-morrow and there are no less than six events on the programme, some of which should prove very interesting. Racing commences after fifteen.

The following is to-morrow's programme:—

THE "GLEN" CUP; presented; second pony to receive 70 per cent. of the entrance fees; third 30 per cent. for all beaten subscription griffins of this season, 1896-97; placed ponies penalised 7 lbs.; entrance \$10. One mile.

THE "RAN FISH" CUP; presented; value \$200; second pony to receive the entrance fees; for all beaten griffins at this meeting; weight for inches as per scale; allowances—unplaced Derby griffins 5 lbs.; unplaced subscription griffins 7 lbs.; entrance \$5; fourth day winners barred. One mile and a half.

THE "LUCKY" CUP; presented; second pony to receive the entrance fees; for Beaten Subscription Griffins of this season; ponies that have run second penalised 3 lbs.; unplaced ponies allowed 3 lbs.; weight for inches as per scale; entrance \$5; fourth day winners barred. One mile.

THE MARQUESS' CHAMPIONS; first prize, \$25; second prize, \$15; third prize, \$5; for winners only; weight 10 lb.; entrance \$5. One mile and a quarter.

THE HONGKONG SPRING CHASE CUP; for all China ponies; previous winners of a steeple-chase 7 lb. extra; entrance \$5 to go to second pony; over a course selected by the Stewards. Six to six or no race.

THE JOHN PEARL CUP; presented; for all beaten ponies at this meeting; placed ponies 5 lbs. extra; griffins of this season allowed 5 lbs.; subscription griffins of this season allowed 10 lbs.; weight for inches as per scale; entrance \$5 to go to second pony; fourth day winners barred. One mile and quarter.

THE MARQUESS' CUP; first prize, \$20; second prize, \$10; third prize, \$5; for all beaten ponies; weight 10 lb.; entrance \$5. One mile.

SAILORS' RACE; first prize, \$10; second, \$5; third, \$10. Once Round.

NAVAL NEWS.

Captain the Hon. H. H. Lambton, R.N., is in commission the first-class cruiser *Powerful* in April for service on the China station. The *Powerful* is the sister ship of the *Terrible*, and the two are the largest and fastest cruisers in the world.

The following appointments have been made at the Admiralty:—Sub-Lieutenant, R.N.R. H. A. Edwards, to the *Albatross*, to date Jan. 19, for two months' training. Midshipman W. L. Rodgeon, to the *Centurion*, additional. Naval cadets: H. W. Bridges, R. C. K. and H. C. E. to the *Centurion*, additional. Additional recommission: F. G. L. Johnson and F. A. Reyno, to the *Nordstern*, all to date Jan. 15.

Commenting upon the orders for warships given by China in Germany, the *Figaro* of Jan. 12 says that Great Britain will soon receive her share of orders, and expresses a hope that France will also shortly be in the same position. The French Mission charged to reorganise the arsenal at Foochow, of which Mr. Doyne, second-class naval engineer, is the chief, will leave for the arsenal in China. The *Figaro* says that France will be able to take advantage of her privileged position, which proves that France still possesses great influence in the Far East.

According to the Russian "Admiralty Programme for 1897," the Russian Pacific Squadron this year will consist of the following vessels:—The first-class battleship *Imperator Nikolai II.* (Agibido), the first-class cruisers *Rurik*, *Pamiat Azova*, *Admiral Nakhimov*, *Admiral Korolyov*, and *Admiral Denikof*; the second-class cruisers *Schikhan* and *Arctur*; the high-sea gunboats *Gromyachik*, *Odnachik*, *Koryvet*, *Manchur*, and *Stavich*; the torpedo-boats *Vladik* and *Goldamak*, and two torpedo-boats. In the early summer the first-class cruiser *Vladik* and the second-class cruiser *Glych* will also be attached to the Far Eastern Squadron, which, it will be seen from the foregoing enumeration, now forms a strong fighting fleet. The *Sibirsk* *Vladik* the other day pointed out that it was undoubtedly necessary for Russia to maintain a powerful fleet in the Far East as a check upon Japan. The same journal also complains that the great mass of Russian immigrants in Eastern Siberia, who come chiefly from the agricultural and black-clay region of European Russia, are totally averse to being recruited for maritime occupations, and, consequently, there is a complete dearth of Russian coastwise craft to those waters. It is owing to this necessity that the Imperial Government has just issued an order abolishing, for the present, the *cabotage* restrictions which ordinarily prevent foreigners from engaging in the Russian coastwise trade. This receipt applies, of course, only to the Pacific and Siberian seaboard.

THE CHAMPION STAKES; with \$250 added; for China ponies winners at this meeting only; a forced entry; entrance \$20; winner of two races \$30; of three or more \$50; weight for inches as per scale. One mile and a half.

Messrs. McKie & Gove's ch. Rollet, 1st 1lb. Mr. Crawford 1

Mr. Drysdale's g. Slab, 1st 6lb. Capt. Hunt 2

Mr. John Peel's ch. Red Fish, 1st 1lb. Mr. Master 3

Mr. John Peel's ch. Pineapple, 1st 6lb. Mr. Gresson 0

Mr. Boyd's g. Dunblane, 1st 1lb. Mr. H. Buck 0

Mr. David's g. Aspinant, 1st 1lb. Mr. Gresson 0

Mr. Drysdale's d. Favourite Marshall, 1st 1lb. Mr. Gresson 0

Mr. John Peel's ch. Pineapple, 1st 6lb. Mr. Gresson 0

Mr. Boyd's g. Dunblane, 1st 1lb. Mr. H. Buck 0

Mr. David's g. Aspinant, 1st 1lb. Mr. Gresson 0

Mr. Drysdale's d. Favourite Marshall, 1st 1lb. Mr. Gresson 0

Mr. John Peel's ch. Pineapple, 1st 6lb. Mr. Gresson 0

Mr. Boyd's g. Dunblane, 1st 1lb. Mr. H. Buck 0

Mr. David's g. Aspinant, 1st 1lb. Mr. Gresson 0

Mr. Drysdale's d. Favourite Marshall, 1st 1lb. Mr. Gresson 0

Mr. John Peel's ch. Pineapple, 1st 6lb. Mr. Gresson 0

Mr. Boyd's g. Dunblane, 1st 1lb. Mr. H. Buck 0

Mr. David's g. Aspinant, 1st 1lb. Mr. Gresson 0

Mr. Drysdale's d. Favourite Marshall, 1st 1lb. Mr. Gresson 0

Mr. John Peel's ch. Pineapple, 1st 6lb. Mr. Gresson 0

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Mr. Drysdale's d. Favourite Marshall, 1st 1lb. Mr. Gresson 0

NAVAL COURTS IN JAPAN.

Writing to the *Kobe Herald* on the 6th inst., a correspondent signing himself "Briton" makes an attack upon the system of Naval Courts Enquiries as pursued in Japan. The writer says: "That Japan is ambitious to appear before the world as 'the England of the East' is, to say the least, not only a compliment to England but also a compliment to herself. She has started out (at an enormous cost to the taxpayer) to make a bid for the carrying trade of the world, and Sir Thomas Sutherland, in his speech at the last annual meeting of the Peninsular and Oriental S. N. Co., said that if she proved herself as formidable in commerce as she had proved herself in the war against China she would be no mean competitor to meet. Now, Sir, so far as Japan has gone, she may be likened to a ship with a fair wind and plenty of sea-room. The more she becomes a part of the world's mare, the more will she find the winds billowing and the channels narrow and intricate; and I submit that to meet these changes an experienced eye and a cool head will be required on the quarter-deck. Not only will it be necessary to take advantage of every favourable flow in the wind but to make the most of every adverse flow. For this a quick intelligence will be indispensable. I am induced to make these remarks after reading reports of proceedings at Naval Courts of Enquiry. I submit, Sir, that it is becoming more and more evident that some one is wanted who has had many years of most careful and practical experience. In this country if a captain of a ship meets with an accident there is what I cannot help but call a rum thrall. The whole of the circumstances is known to the Court. That Court meets and, with the assistance of charts, books and arguments, one with another, formulates a lot of questions to put to the unfortunate master, who must perforce make answer. His answers are then scrutinised and argued over by the members of the Court, and finally, sometimes after several months' delay, which is a great deal of time for a ship, a decision is reached. Meantime the poor wretch of a skipper has his mind wracked with the money loss he has caused his owners and perhaps, with the unfortunate drowning of a few, may be one or two hundreds, of his fellow creatures. These are things sufficient to unman the bravest sailor that ever trod a ship's deck. Yet he is not allowed the assistance of a lawyer. Is this so in England? Is it by any such pettifoggery playing with principles as are from time to time witnessed in this country that the British Empire has been built up? I think not, and I contend, Sir, that before Japan can rightly make any claim to be treated as a great nation she must first show herself great on the side of justice, and show a true desire to take on unfair advantage of man or men under trial. Let such men have the benefit of legal assistance. This, I venture to say, is the first great requirement in order to ensure fair play in Naval Courts of Enquiry in Japan. The constitution of the Courts is another point that demands consideration. What practical sea experience have any of the members of these Courts had? Very little. The bulk of the members of the Court are laymen, and laymen, for that length of time. How much service has any one of the gentlemen who usually act as mouth-pieces to the Court seen in the last five-and-twenty years? Take for example the recent *Himeji Maru* enquiry. What sea-going experience has Captain James had to entitle him to display such lofty, I may say monumental, indifference to a Master Mariner's rights? What experience of the currents in the China Sea have any of the gentlemen had who sat in judgment on Captain Tipples?"

AN INTREPID EXPLORER.

BANGKOK TO YUNNAN—DR. MORRISON'S TRAVELS.

Referring to Dr. E. E. Morrison, the *Times* "special," whose article we noted last evening, the *Bangkok Times* of the 18th ult., under the above headings, says: "Information which has from time to time reached us of Dr. Morrison, the famous traveller and *Times* correspondent, though scanty enough, proved yesterday to have been only too correct in one particular—that of the worthy doctor's ill-health. On leaving Mr. Warrington Smyth, at Ksat, Dr. Morrison made his way overland to Chienfeng. Apparently he lost little time in that town, for leaving there on May 15th he commenced a journey which took him beyond all beaten tracks, and into country where a European had never before been seen. Crossing from Chienfeng, Dr. Morrison made for Ching Hai, and, after striking the Mekong at Ching Sen, went on through the southern Shan States of Ching Tung. Thence he proceeded to the capital of the neighbouring province of Ching Hung, in the Sipsong Pangs, and on leaving there will push on north to Zuanmo, the terminus of the ultimate terminus of both French and British railway enterprise. From Zuanmo the traveller went on to the city of Yunnan, the capital of the province of that name, over three hundred miles distant, which he reached in August last. The country so far traversed was of the roughest description, in fact the worst he had ever travelled over. There were no roads, and it was of such a mountainous nature that progress was only made with the greatest difficulty. A great deal of labour of travelling, and of a most unpalatable character was the country, that Dr. Morrison arrived in Yunnan suffering from fever, so ill, in fact, that he was never expected to recover. For five weeks he lay sick, and then, still in a very weak state, started for Mongtze, whence he returned to Zuanmo. Thence he travelled down the right bank of the Mekong, calling at Muang Slay, and it was during this portion of the journey that further misfortune overtook him. Passing through a country utterly devoid of all semblance of government, he had reached the southern borders of China when his carriers deserted in a body, taking with them all his luggage. Fortunately, however, though left without anything but what he stood up in, and without food, Dr. Morrison rejected in the fact that he still had his papers safe, and, undaunted, he continued his journey, reaching Chienfeng late in December. Here it would have been well to take a long rest, but special reasons prompted him to again be up and moving, and a hurried start was made on December 1st, and he was on his way to the north, his travels concluded yesterday as already related. His difficulties and danger will be all the better realised when it is noted that the whole of the journey to Yunnan was made during the rainy season, and that the traveller only started with two servants, one of whom died on the way. The greater part of the time was spent among Chinese speaking populations; and Dr. Morrison's interpretation of the Chinese language, and his English, a fact which greatly increased the difficulties. Dr. Morrison may well be proud of the achievement of being the first white man who has reached Yunnan from the south."

It is understood that Dr. Morrison will go to Peking to make his headquarters there, and correspond for the *big London Daily*.

RAILWAYS FOR CHINA.

A FRENCH VIEW OF THE SUBJECT.

The *Paris Temps* has a lengthy article dealing with the projected railways in China, recapitulating much of the news in connection with this subject which has been current during the last few months. In concluding, the writer states that if the Peking-Hankow line is made it is not to be expected that the great European industrial establishments will leave all the rich prey to American enterprise. Just so. What we shall see will probably be a judicious international partition of the good things. What will happen may possibly be a repetition of what now exists on the northern line to Taku. There we see something like this: American locomotives hauling English rolling stock over rails furnished by Germany, and across bridges constructed by France. In such a case shall we see Americans, British, German, Russian, Japanese, and French alike ousted by their Chinese auxiliaries, as is the way with commerce at the open ports.

NOTANDA.

CALENDAR.

Meteorological notes based on ten years' observations to 1895.

Barometer.....30.141
Thermometer.....57.3
Humidity.....79
Rainfall.....1.76 inches.

TO-DAY.

WEATHER REPORT.

On date at On date at
10 a.m. 4 p.m.
Barometer.....30.19 30.11
Thermometer.....49 49
Humidity.....64 64
Rainfall.....0.01

Friday, 19th February, 1897.

Chinese.—18th of 1st moon of 23rd year of Jewish.—17th Adar, 5657.

Mohammedan.—16th Ramadan, 1314.

(Fast month.)

Sun.—Rises.....6hr. 51min.

Sets.....5hr. 51min.

Moon.—In Equis.....10hr. 45min.

High water—Morning.....10hr. 38min.

Afternoon.....10hr. 38min.

Low water—Morning.....4hr. 58min.

Afternoon.....4hr. 58min.

ANNIVERSARIES.

1817—Lord Amherst's Embassy shipwrecked in the Java Sea while returning from China.

1879—Melancholy suicide of Mr. T. M. Farmer of Chelso, at Hongkong.

1894—Messageries Maritimes steamer *Salgon* wrecked near Pulo Cambi.

TO-MORROW.

Saturday, 20th February, 1897.

Chinese.—19th of 1st moon of 23rd year of Jewish.—18th Adar, 5657.

Mohammedan.—16th Ramadan, 1314.

(Fast month.)

Sun.—Rises.....6hr. 51min.

Sets.....5hr. 51min.

Moon.—In Perigee.....10hr. 45min.

High water—Morning.....11hr. 38min.

Afternoon.....11hr. 38min.

Low water—Morning.....4hr. 58min.

Afternoon.....4hr. 58min.

ANNIVERSARIES.

1847—First issue of the *China Mail* newspaper.

1867—Duchess of Devonshire.

1865—Onstage on St. Mary's Park in Japan.

MEMORANDA.

TO-DAY.—19th February.

9 p.m.—Meeting of Victoria Chapter.

9 p.m.—Williston's Circus at back of City Hall.

TO-MORROW.—20th February.

Off-day Races at the Circus.

4 p.m.—Performance at the Circus.

9 p.m.—Circus.

9 p.m.—Performance of "Les Cleches de Cornet" by the A. D. C. at the Theatre Royal, City Hall.

SUNDAY.—21st February.

English and Indian mails due.

SHIPPING AND MAIL NEWS.

MAILED DATE.

English (Kaiter-Hind) 21st inst.

Indian (Kaiter-Hind) 21st inst.

Australian (Memur) 21st inst.

Canadian (Empress of Japan) 21st inst.

Tacoma (Tacoma) 21st inst.

American (Galle) 4th prox.

Tacoma (Victoria) 6th prox.

American (City of Peking) 15th prox.

THE Mutual Line steamship *Osling*, from Glasgow and Liverpool, left Singapore for this port yesterday afternoon, and may be expected here on or about the 24th inst.

THE Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Nagasaki at 7 a.m. yesterday, and left again at 3 p.m. the same day for Shanghai, where she is due at 3.30 a.m. to-morrow.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Braemar.....steamer, from Tacoma

Malbourne....." " " " " "

Jelon....." " " " " "

Danby....." " " " " "

Yuenyang....." " " " " "

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THE NEW CHINESE MINISTERS.

With reference to the refusal of the German Government to accept Hwang Tsun-shin as Minister for China at Berlin the *Temps* publishes some particulars, which those who know Hwang will appreciate. "That Germany should have refused Hwang Tsun-shin is not very astonishing, but that it was on the grounds of rank it could not be, seeing that Hwang is of equal rank to that of Lo Feng-chang, nominated to London, and that of Wei Tsun-shin, nominated to Washington. If Germany does not wish to Hwang it is truly for quite another reason. Hwang is a man of good sense, modest and honest, but having little aptitude for the discussion of European questions, and his support would be of little help to Germany in the pursuit of its various political, industrial, and commercial. Lo Feng-chang, quite on the contrary, is a man of intelligence and of rare *force*. He has been, besides, the intimate friend, the collaborator of Li Heng-chang in recent years, and it is by his intermediary that English and German industries have obtained such an important success. Is it astonishing, then, that England and Germany should be disputing the favour of possessing such an auxiliary? It is astonishing, also, that he should be at London and not at Berlin, since he has no knowledge of the German language, and that, on the contrary, he speaks very correct English? It was Lo Feng-chang himself who asked to be sent to London, and he was Li Heng-chang who nominated him. It is regrettable for Germany, which thus sees its ambitions menaced. We Frenchmen have no cause for congratulation nor for complaint, since in any case Lo Feng-chang has not been sent to Paris. As to Lord Li, it is scarcely probable that the English had showed a lively desire to possess him, which is quite conceivable."

THE POWER THAT PULLS DOWN.

I WANT to present a single idea in the fewest and clearest words at my command. Here goes for a try at it. From the time you are first able to stand on your feet, up to the time you can stand no longer, there is always a power pulling you backward and downward. You resist, and it persists. It wins partial victories over you every day, and finally it lays you by the heels. Now what is the name of that power? Don't be too quick with your answer. It is the over-coming enervator who gets bowled out. Perhaps the reading of these letters may help you. "In the spring of 1891," says a woman, "my health, previously good, began to fail. I am naturally as energetic as most persons and enjoy being up and doing, but now for some reason I felt low, weak, and tired. I had no relish for food of any kind, and what I ate gave me pain at the chest and a feeling of tightness and oppression around the waist, with shortness of breath. "After a time the pains went to my shoulders and all over me. The distress after eating was so great that I hesitated before swallowing a mouthful, knowing what the result would be. I took many medicines, but none of them gave me any ease. As time went on I became weaker and weaker, often leaving my household work for a bit so as to lie down on the couch, and rest. And as this debility increased upon me my spells of work got shorter and my spells of rest longer. "Sometimes feeling a trifle better and then again worse, this was practically my condition month after month. I saw a doctor, but his medicines did me little or no good. He said I was suffering from weakness, and would have to get my strength back gradually. The autumn and winter of 1891-2 slowly passed and I was about the same, only more so. I had almost given up hope of getting really well again. "In April (1892) I was in our shop one day and heard a customer speak of Mother Selig's Curative Syrup, and what remarkable cures of different ailments it had done in the district. I may be the right thing for me, I said, and sent for it that day. After taking one bottle I could not believe, without any distress or pain to come after it. With the additional food I gained strength, and one week after another, while keeping on with Mother Selig's Syrup, I found myself able to do more work and needing less rest between times. I took only the 'Bottle's' no other medicine. I could stand and do my usual work without thinking about it, and was soon in as good health and spirits as ever. You are free to print my letter if you desire. (Signed) Mrs. Emma Oettingham, wife of G. W. Oettingham, Grocer, and Ironmonger, Soctter, Lincoln, April 29th, 1892."

"For over four years," says another, "I suffered from constant weakness. My natural strength was gone, and nothing I did or took seemed to bring it back. My food—and I ate but little, having no appetite—did not go to the spot, as we say. I was none the better or stronger for eating it. Indeed I was the worse for it caused me great pain and distress in the stomach, chest, sides, and back. I was working in the mill, and never gave up my employment; but I did my work in the face of pain and weakness. Finally, I was cured by Mother Selig's Syrup. I heard of it by means of a little book. The Syrup stopped the pain after eating, and soon I was another and a brighter woman. My strength came back, and I can walk, stand, and work with ease. (Signed) Mrs. John Jackson, Silk Street, Glasgow, October 10th, 1895."

Now what was the power that pulled these women down? "Weakness," you say, and they say "weakness." But what is weakness? Is it a disease? No, old age always brings it, and it is always one of the results of disease. Strength, the opposite of weakness, is created only by digested food. Nothing else under the sun will produce it. Use the ability to digest your food and soon your legs tremble beneath you, your fingers lose their grip, your head is steadiness, and your mind is clearness and courage. The word "weakness" comes from a Saxon word meaning to yield, to fall, to give way. By its tendency to virtual in corroding the machinery of digestion and enabling the system to get the good of its daily food—by this, I say, Mother Selig's Syrup, used in time, overcomes weakness and restores strength.

But, mark you there is a mystery in this simple explanation, so deep we must reserve the discussion of it for another occasion.—Advt.

Auction.

AUCTION.

PRELIMINARY NOTICE.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION

OF

TUESDAY, the 22ND FEBRUARY, 1897,

AT 3 P.M.

Opposite the CITY HALL.

One rejected SUBSCRIPTION GRIFFIN and

Intimations.

It is
WASTE OF TIME
for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors, **WATKINS & CO.,**
Hongkong, 13th February, 1897. [13]

THE CLUB HOTEL,
BUND, YOKOHAMA.
HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, **L. DEWETTE, Manager,**
YOKOHAMA. TOKYO. [148]

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Head Office: 15, Avenue Matignon, Paris
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Railways and Steamships, Plant and Mining Tools, Carriages and Wagons, Wheels, Axles, and other parts for Railways, Permanent and portable (démontable) Bridges, and all kinds of Iron and Steel Structures, Steam Launches and Steamboats, Boilers and other Iron Products.
CONTRACTORS
Constructing and repairing
Bridges and Harbours.
Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the Eastern and Indian Seas.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.
Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

For Sale.

CYCLES! CYCLES! CYCLES!
ALL THE AGE!
ALL THE GO!

'Cheap at any Price' is the verdict of all Cyclists who have tried the "DEFIANCE".

Suitable for LADIES and GENTLEMEN.

THE Undersigned have received a Small Consignment of the Famous "DEFIANCE" Bicycle and are offering them for Sale at Prices within the reach of everybody.

ALSO!

SAFES! SAFES! SAFES!
of best Japanese make and just the same as those that stood the test of fire admirably in the great conflagration at Kobe about a year ago.

FOR SALE

AT MODERATE PRICES and are equal to and cheaper than English Safes.

From 2 feet to 2 feet 6 inches. Cycles and Safes now on View at

L. M. ALVARES & CO.,
Over A TAE'S STORE,
Queen's Road Central.
Hongkong, 6th February, 1897. [126]

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THE PROTEST AND REMONSTRANCE of the SHIPPING INTEREST

Against the imposition of LIGHT DUES

FOR THE SAKE OF REVENUE;

together with the whole of the correspondence that has recently passed between the GOVERNOR and the SENIOR UNOFFICIAL MEMBER OF COUNCIL and the Hon. T. H. WHITEHEAD and the GOVERNOR on the subject of

SPECIAL LIGHT DUES;

and the correspondence between the Liverpool Steamship Owners' Association and the Board of Trade on the question of Light Dues, the Departmental Committee's report on the

MERCANTILE MARINE FUND, and Sir GEORGE BADEN-POWELL's letter to the Times on the Mercantile Marine Fund, Fair-play's comments thereon, and a report on excessive Light Dues levied to the Bosphorus.

Printed in handy form for transmission by the Mail or for ready reference.

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PRICE: 10 CENTS PER COPY. Orders can now be attended to by the

MANAGER, Hongkong Telegraph Office, 6, Leaden's Hill. [125]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Company's Steamship

"TAIYUAN,"
Captain R. Nelson, will be despatched as above TO-MORROW, the 20th instant, at 10 A.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th February, 1897. [126]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"KWEILIN,"
Captain Hazle, will be despatched as above TO-MORROW, the 20th instant, at 2 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th February, 1897. [122]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"LIGHTNING,"
Captain J. G. Sweeney, will be despatched for the above Ports TO-MORROW, the 20th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 13th February, 1897. [127]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOERABAYA.
THE Company's Steamship

"FAUSANG,"
Captain N. Moeur, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M., instead of as previously advertised.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 19th February, 1897. [115]

"SHELL" LINE OF STEAMERS.
FOR MARSEILLES.
THE Company's Steamship

"BULLMOUTH,"
Captain Davies, will be despatched as above on MONDAY, the 22nd instant.
For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 18th February, 1897. [126]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"MARIA VALERIE,"
Captain A. Felner, will leave for the above places on or about the 22nd instant.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 16th February, 1897. [116]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN (DIRECT).
THE Company's Steamship

"KWEIYANG,"
Captain Osterberg, will be despatched as above on THURSDAY, the 25th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th February, 1897. [127]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TYMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLIE,"
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 27th instant.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 18th February, 1897. [127]

SAILING VESSELS.
FOR SAN FRANCISCO.
THE British Bark

"SUBAWA,"
Rehberg's Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 7th December, 1896. [164]

FOR NEW YORK.
THE 3/5 A.L.T. American Ship
"BENJAMIN SEWALL,"
Sewall's Master, shortly expected from Shanghai, will load here and will be despatched by end of February.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 6th January, 1897. [105]

FOR SAN FRANCISCO.
THE 100 A.S. British Ship
"FALLS OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 4th February, 1897. [124]

FOR SAN FRANCISCO.
THE American Bark
"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 10th February, 1897. [125]

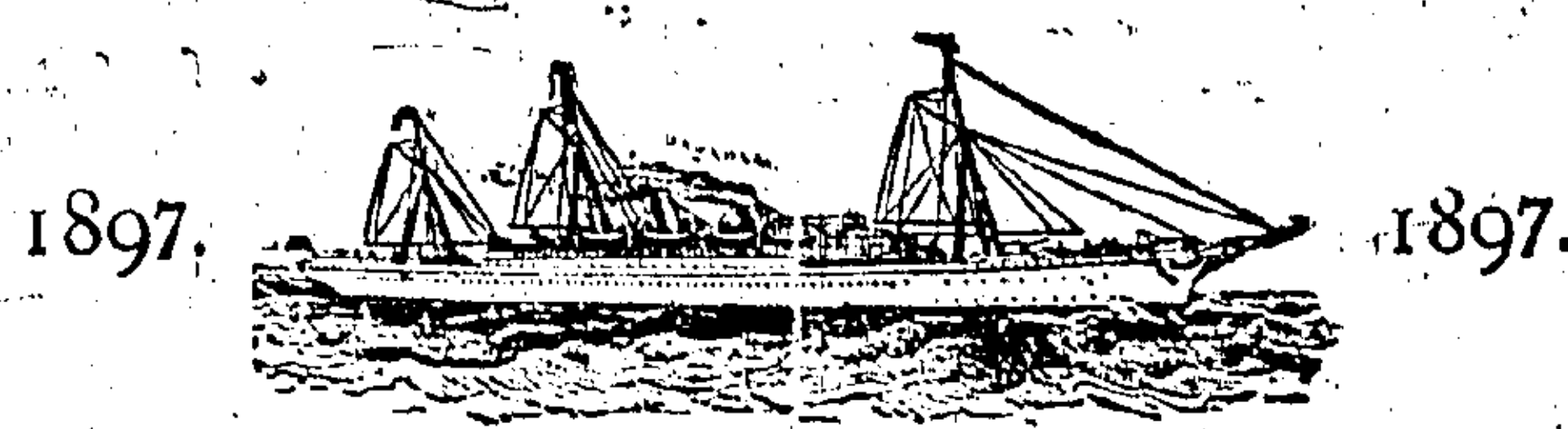
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above on MONDAY, the 1st March.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th February, 1897. [120]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"NINGCHOW,"
H. Willis Jones, Commander, will be despatched as above on or about the 5th March.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 15th February, 1897. [127]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. H. Pybis, R.N.R....WEDNESDAY, 17th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th April.
EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R....WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street. [13]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 2nd March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 13th April, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Wednesday, 24th Feb., at Daylight.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th March, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 1st April, at Noon.

THE Company's Steamship
"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 24th February, 1897, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCELS/PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For information as to Freight or Passage, apply to the Agency of this Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 10th February, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S KAUTZEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PANT, DAIKERS PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.

Hongkong, 14th March, 1896. [126]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar 1,601 | Tuesday ... | Feb. 23.
Tacoma 2,540 | Tuesday ... | Mar. 2.
Victoria 1,167 | Tuesday ... | Mar. 23.
Olympia 2,608 | Tuesday ... | April 19.
Braemar 1,601 | Tuesday ... | May 4.

THE Steamship
"BRAEMAR,"
Captain Porter, sailing at Noon, on TUESDAY, the 23rd February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.
Hongkong, 15th February, 1897. [14]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship
"RAVENNA,"
Captain C. T. Denry, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 25th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 11th February, 1897. [15]

NORDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia 1,200 | Tuesday ... | 2nd March.
Sachsen 1,200 | Tuesday ... | 9th March.
Bayern 1,200 | Tuesday ... | 16th April.
Prinz Heinrich 1,200 | Tuesday ... | 23rd May.

ON TUESDAY, the 2nd day of March, 1897, at 9 A.M., the Company's Steamship "PRUSSIA," Captain P. Wetlin, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th Feb. Cargo and Special will be received on board until 5 P.M. on MONDAY, the 1st March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.
Hongkong, 3rd February, 1897. [122]

Printed and Published by CHESNEY DUNCAN at No. 6, Paddis Hill, in the City of Hongkong.